

Business Notices.

Stand on race days can fail to observe that in nine cases out of ten the pony racing is merely looked upon as a convenient means of gambling, as a substitute for cards and dice, and the evil is not confined to the racetrack, for the spirit of gambling quickens everywhere. There brags itself in other modes long after the races are over. We do not mean that the Jockey Club should enter into a crusade against gambling, but we do think they should cease to encourage it. The Totalisator may offer a fair means of gambling, but the nondescript bookmakers are doing but it is gambling or betting all the same, and the very security it offers tends to increase the extent of the evil. The Jockey Club is simply repeating on a smaller scale the ruinous attempts that have been made by the numerous private betting agencies and the

By governments to control gambling, and to some disastrous consequences are sure to result. Make gambling easy and it flourishes. The new law, if passed, will strike at the totalisator, and if the Jockey Club have not the good sense to withdraw from the business of their own accord, we trust the authorities will show no impartiality in the

enforcement of the law. The police see to not on the supposition that the gambling laws are in abeyance during the race meeting and that the community are entitled to these devil-may-care gambles. The en-

On philosophical grounds it has been argued that gambling per se is not an evil. The nature of the transaction is thus a reciprocal one:—In exchange for your promise to pay me if I win, I promise to pay you if you win. There is here an exchange of promises to pay, and gambling is thus a disguised form of trade. Moreover,

the apologists, an element of gambling enters into most business transactions, it is impossible to uphold it without polluting the trade of the world. These, very specious but very fallacious arguments. If we define an evil any act which militates against the welfare of the social state or the happiness of the individual, it is evident at once that gambling must be classed as an evil. For by a gambling transaction one man gains at the expense of another and the loser is not unhappy thereby. That he entered the transaction willingly does not affect result, nor does the fact of his having received a conditional promise to pay him any radical difference, as none deprives him of his property. The only pain must be the consequence of the fulfillment of the promise. The unhappiness inflicted on the loser may be alleviated, but not lessened.

themselves, and the element of chance is so very slight that it never disappears as long as the element of gambling remains. Gambling for sixpenny stakes is as much gambling as stealing a pin is theft, and it renders gambling altogether diluted by the nature of skill in the game. We do not think that the evil of moderate gambling is so serious, although there is always the danger of moderation being thrown to the winds if apology will appeal to the first players, they must stand the consequences of the appeal. If they endeavour to do what is evil appear to be good, they will be prepared for plain speaking. It is that on an element of gambling does

into business transactions, but business is not improved thereby, the very reverse. The financial crises that cause so much suffering are mainly the result of reckless speculation that differs little from gambling. In discussing the subject a tendency is shown to confound legitimate speculation and gambling. A merchant who purchases wheat that is not yet out of the ground

speculates, but does not gamble. It turns out that, owing to insufficient judgment, he has made a bad bargain in selling to somebody who does not follow as a necessary consequence of his action, as in a pure gambling transaction. He takes over the farmer's prospects at what he thinks their market value. If a study were made it might be found that

This brings us to the great and difficult question, Can laws enacted by the State help to suppress gambling and limit the development of the kind of beneficial State action

have gone at length into the theoretical aspects of the question, because it is necessary to have a clear notion of what gambling is, before attempting to deal with the practical question of its suppression. The subject is a very important one to us in Hongkong, not only in respect of the numerous gambling clubs that exist in the Colony but in respect to share gam-

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against which legislative action is being
templated. We propose to deal with
branches in a subsequent article.

SELLING HUMAN NELSON.—Every
the distress and want of the poor
caused many parents to exchange
own flesh and blood for money to
their lives. Many children have be
to procure for evil purposes. A
came to light of an old lady of six
old who in order to save her

starvation, sold her two grand-children to a party who promised to make them slaves, but for the love of gain they were again sold to a procurer for about \$100. The authorities take active steps to check these abominable transactions. Those who act as agents in such transactions should be severely punished.

Merchant Vessels in Hongkong Harbour.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloon shore *k.*, and those in the body of the

Shipping or midway between each shore are marked c, in conjunction with the figures denoting the sections.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Pollard's Wharf.
6. From Pollard's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Passenger's Name.	Age.	Sex.	Religion.	Rank.	Date of Arrival.	Business or Agents.	Destination.	Remarks.		
Steamer.										
Amey	3	c	Lehmann	Ger.	str.	815	Feb. 27	Siemason & Co.	Shanghai	To-morrow
Asagoo	8	h	Selck	Japan.	str.	1008	Feb. 24	Mitaru Bishi	Nagasaki	To-day
Avoclia	8	c	Rowin	Brit.	str.	1005	Feb. 22	A. G. Morris	Saigon	To-morrow
Bormida	5	c	Gavazzo	Italian	str.	1439	Feb. 27	Carlowitz & Co.	Bombay, &c.	6th prox.
China	3	c	Vos	Ger.	str.	1091	Feb. 24	Edvard Schellhous & Co.	Saigon	To-day
Choprasang	8	c	Sawer	Brit.	str.	890	Feb. 18	Jardine, Matheson & Co.		
Clare	2	c	Christensen	Ger.	str.	674	Feb. 26	A. R. Marty	Haiphong	To-morrow
Colchist	6	c	Chater	Brit.	str.	1407	Feb. 20	Goverment	Kobe	2nd prox.
Deutoros	3	h	Dinso	Ger.	str.	1197	Feb. 21	Siemssen & Co.	Saigon	To-morrow
Devavongso	3	c	Loif	Brit.	str.	1007	Feb. 20	Fuen Fat Hong		
Diamante	8	c	Gerard	Brit.	str.	514	Feb. 26	Gussard	Amoy & Manila	To-morrow
Egendale	8	c	Humphry	Brit.	str.	1500	Feb. 24	Mitaru Bishi	Kutchinotzu	
Elsu	5	c	Johnson	Ger.	str.	747	Feb. 17	Melchers & Co.		
Glengole	5	k	Duko	Brit.	str.	2338	Feb. 2	Jardine, Matheson & Co.		
Haiphong	5	c	Bousquet	Fel.	str.	874	Feb. 24	Messageries Maritimes	Haiphong	2nd prox.
Kutsang	5	k	Young	Brit.	str.	1495	Feb. 24	Jardine, Matheson & Co.	Calcutta, &c.	To-morrow
Lancelot	8	h	Thomas	Brit.	str.	1564	Feb. 17	Butterfield & Swire		
Namos	5	h	Goddard	Brit.	str.	826	Feb. 25	Bouchas Steamship Co.	Swatow, &c.	To-morrow
Nizam	2	h	Crowe	Brit.	str.	1615	Feb. 23	O. & N. Co.		
Pempotos	5	c	Johnson	Ger.	str.	1541	Jan. 31	Jardine, Matheson & Co.		
Phra Chula Chom Klao	11	h	Morris	Brit.	str.	1011	Feb. 24	Fuen Fat Hong	Bangkok	
Pilot Pahi	1	h	Stopani	Brit.	tug.	101	H. K. & W. Deek Co.		
Shahan	3	c	Stovell	Brit.	str.	875	Feb. 20	Chinese	Saigon	
Smith	3	c	Leffler	Chi.	str.	703	Feb. 20	Tuck Yue & Co.	Amoy and Tamsui	To-morrow
Taichong	3	c	Duhme	Ger.	str.	832	Feb. 25	Mayer & Co.	Swatow	1st prox.
Toucer	3	c	Riley	Brit.	str.	1893	Feb. 28	Butterfield & Swire		
Thales	5	h	Runter	Brit.	str.	819	Dec. 30	Douglas Steamship Co.	Sratow	
Thuan An	5	h	Wong Ling Sing	Chi.	str.	330	Dec. 11	Ohinese		
Trides	3	h	Reichenbach	Ger.	str.	1132	Feb. 20	Order		
Velox	5	c	Johnson	Ger.	str.	636	Feb. 23	Wielor & Co.		
Whampoa	5	c	Clesg	Brit.	str.	1109	Feb. 27	Butterfield & Swire	Roochow	To-morrow
Yiksang	5	c	Bradley	Brit.	str.	886	Feb. 27	Jardine, Matheson & Co.	Singhaul	To-day
Sailing Vessels.										
Altair	8	h	Munro	Brit.	bgs.	590	Dec. 22	Wielor & Co.		
Belle of Oregon	3	c	Chadbourne	Amer.	bgs.	1116	Feb. 8	Russell		
Coloma	3	c	Noyes	Amer.	bgs.	814	Jan. 1	Order		
Escort	3	c	Waterhouse	Amer.	bgs.	636	Jan. 23	Chinese		
Heinrich	5	c	Bannan	Ger.	bgs.	923	Feb. 22	Carlowitz & Co.		
Imperial	3	c	Crosby	Amer.	ah.	1288	Feb. 14	Russell & Co.		
Japan	5	c	Kamle	Peru.	bgs.	398	Nov. 4	Gonsalves & Co.		
Jenny	5	c	Saade	Amer.	sch.	47	Jan. 9	Master		
John Bailey	3	h	Shepherd	Amer.	bgs.	700	Jan. 8	Master		
Landakron	9	c	Bord	Brit.	bgs.	1370	Jan. 9	Jardine, Matheson & Co.		
Landakron	8	h	Nichols	Amer.	ah.	1330	Jan. 20	Carlowitz & Co.		
Pensha	5	k	Knokay	Brit.	bgs.	729	Feb. 18	Gibb, Livingston & Co.		
Sara Mercedes	3	k	Munizaga	Peru.	bgs.	245	July 4	Master		
Sterling	9	c	Goodwin	Amer.	ah.	1063	Jan. 14	Captain		
Vigilant	9	c	Bailey	Amer.	ah.	1811	Jan. 28	Captain		
Wandering Jew	8	h	Nichols	Amer.	ah.	1650	Feb. 7	Butterfield & Swire		

<i>Name.</i>	<i>Eng.</i>	<i>Tons.</i>	<i>Guns.</i>	<i>I.H.P.</i>	<i>Captain.</i>	<i>Where at.</i>
Alacrity	despatch-vessel	1700	4	3180	Cm. Chas. H. Adair	Cruising
Caroline	cruiser	1400	14	1440	Captain Clutterbuck	Singapore
Egeria	surveying ship	740	—	—	Commander A. M. Field	Borneo
task	g-b-t, 3rd class coast defence	363	3	340		In reserve
Firebrand	gunboat 2nd class	453	—	—	Lieut.-Com. Denison	Hongkong
Hyacinth	cruiser	1420	8	1100	Captain Robt. W. Craigie	Yokohama
Impetuous*	two-mast battle ship	8400	10	16900	Captain Edward S. Pōe	Hongkong
Leander	cruiser 2nd class	4300	10	6000	Captain Burgess Watson	Hongkong
Linnet	gun-vess 2nd class	758	5	1050	Commander V. A. Tisdall	Shanghai
Mercury	cruiser	3730	13	7230	Capt. Chas. J. Balfour	Cruising
Peacock	gunboat 1st class	760	6	1200	Lieut.-Commander Lugan	Hongkong
Plover	gunboat 1st class	730	6	1200	Lieut.-Com. Harvett	Nagasaki
Plym	gunboat 1st class	775	6	1200	Lieut.-Com. E. G. Bacon	Singapore
Porpoise	steel torpedo cruiser	1270	6	3500	Commander E. W. White	Hongkong
Redpoll	gunboat 1st class	715	6	1200	Lieut.-Com. J. G. Haugh	Hongkong
Saverra	gunboat 1st class	805	6	1200	Lieut.-Com. F. Wm. Friesman	Hongkong
Solent	cruiser	4050	12	6000	Captain Hall	Hongkong
Swift	torpedo mining launch	150	—	—		Hongkong
Twined	gun-vess 2nd class	735	5	1010	Commander Robt. D. B. Bruce	In reserve
Wend	g-b-t, 3rd class coast defence	363	3	340		
Victor Emanuel	troopship	3600	—	—	Captain W. S. Goodridge	Hongkong
Wilyre	receiving ship	5157	14	—	Commodore E. J. Church	Hongkong
	coast-defence ship, armour.	2750	4	1450		Hongkong

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 3 second class boats.

† Expected shortly from Cape of Good Hope *Archer*, Steel Tor. Cruiser, 1,770 tons, 6 guns, 3,500 I.H.P., Com. John Ferris.

4th-in-command of Vice Admiral Sir Fred W. Richards, K.C.B.

Mr. H. B. M. Ship's tonnage, displacements and effective horse powers are given according to D. M. Navy List.

Name.	Flag and Rtg.	Tons.	Guns.	H.P.	Captain.	Where at.
Admiral Nakhimoff	Russian armored cruiser	8600	22	8000	Captain Fedotoff	Japan
Alceus	Russian gunboat	600	—	22	Captain Pansergo	Nagasaki
Alexandrine	German cruiser	3200	—	—	Captain Schmitz	HongKong
Alliance	U. S. gunboat	615	—	—	Captain H. O. Taylor	Yokohama
Arzoua	Spanish cruiser	1908	—	—	Captain A. Soler	On a cruise
Aspic	French gunboat	470	4	400	Commander J. J. J. J. J.	Shanghai
Chasseur	French despatch vessel	—	—	—	Captain Bepard	Saigon
Ilitia	German gunboat	489	—	—	Captain Ascher	Shanghai
Inconstant	French gunboat	800	—	—	Le Lieut. de J. J. J. J.	Manila
Leipzig	German cruiser	3800	—	—	Captain R. J. J. J.	HongKong
Leila	French gunboat	485	4	425	Captain Nény	Tonkin
Marion	U. S. corvette	1900	7	1170	Commander Dyer	Kobe
Monoway	U. S. ship	1270	6	1470	Lieut. Com. M. L. Johnson	Nagasaki
Omaha	U. S. corvette	2400	12	1150	Capt. Cromwell	Yokohama
Palca	U. S. gunboat	430	6	600	Lieut. Com. Craig	Nagasaki
Platker	French gunboat	540	—	—	Captain J. J. J. J.	Haiphong
Edo Lima	Portuguese gunboat	540	—	—	Captain J. B. Santa Barbara	HongKong
Hyoch	Russian cruiser	900	1	1800	Commander Kaaserintoff	Shanghai
Soplie	German cruiser	2100	—	—	Captain Herbig	HongKong
Swalara	corvette	—	—	—	Commander John McIlwain	Kobe
Tejo	Portuguese gunboat	500	3	100	Lieut. Com. C. F. Canilha	Manila
Triumphante	French cruiser	4500	—	—	Capt. Luchiniere	Haiphong
Villars	French cruiser	—	—	—	Commander Constella	Shanghai
Vincennes	French gunboat	460	4	425	Captain Mayet	Shanghai
Vulturno	Italian gunboat	346	—	—	Captain Roych	Shanghai
Wolf	German gunboat	346	—	—	Captain Helfrich	HongKong

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DEUTSCHER

NORDDEUTSCHER LLOYD.

NOTICE

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUZ, PORT SAID,
BRINDISI, GENOA, ANTWERP,
BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW-YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bill
of Lading for the principal places in
RUSSIA.

ON SUNDAY, the 10th day of March
1891, at 11 a.m., the Company's
S.S. NECKAR, Captain H. Surzen,

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until

p.m. on the 14th of March. (Passes are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.
The Steamer has splendid Accommodation and carries a Doctor and Stewards.
For further Particulars, apply to
MELOHERS & Co.,
Agents.
Hongkong, February 16, 1891. 31

(SUBJECT TO ALTERATION.)		
Empress of India	Tuesday	March 31st.

<i>Parthia</i>	Tuesday	April 28th.
<i>Empress of Japan</i>	Tuesday	May 26th.

THE Steamship *EMPRESS OF INDIA*

at Noon, on TUESDAY, the 31st Mar with Her Majesty's Mails, will proceed VANCOUVER, via SHANGHAI, NAG SAKI, INLAND SEA, KOBE and YOK HAMA.

RATES OF PASSAGE.
FROM HONGKONG, FIRST CLASS.
 To Vancouver, Victoria, Esqui-
 mault, New Westminster, Port
 Townsend, Seattle, Tacoma,
 Portland, &c. } \$225.00

To Banff, Calgary.....	\$255.00
To Winnipeg	\$275.00
To Minneapolis, St. Paul, Duluth.....	\$255.00
To Chicago, Kansas City, St. Louis, Milwaukee.....	\$295.00

To Detroit, Cincinnati, Cleve-
land, Columbus, Hamilton, \$305.0
London, (Sat.), Toronto,
Niagara Falls
To Kingston, Ottawa, Montreal,
Quebec, New York, Albany,

Troy, Rochester, Baltimore,	}	\$310.
Philadelphia, Pittsburg, Wash-		
ington, Boston, Portland (Me)		
Halifax, St. John.		
To Liverpool, and London		\$325.
To Paris, and Bremen		\$245.

To Havre and Hamburg\$335.
Through Passage Tickets granted to En-
land, France, and Germany by all the
Atlantic lines of steamers.
Special rates (first class only) are granted

Return Tickets.—First and second only.—Prepaid return tickets to Pa-

12 months at 25 percent. off Return
4 " " 50 per cent. "

Passengers to Pacific Coast Points and Interior and Eastern Points of Canada U.S.A. not holding prepaid return tickets but who re-embark at Vancouver with

Prepaid return tickets to Liverpool
London will be issued available for
months at £650 or for 4 months £575.

CARGO.—Through Bills of Lading in
to Japan, Pacific Coast Points, and
Canadian and United States Points.
CONSULAR INVOICES of Goods for U
States Points should be in quadruplicate

steamer to the care of D. E. BROWN, Agent
General Freight and Passenger Agent
Canadian Pacific Railway Company,
Vancouver, B.C.
PARCELS must be sent to our office

For Further information as to Passages and Freight, apply to
ADAMSON, BELL & CO.

Hongkong, February 21, 1891.

INSURANCES.

QUEEN FIRE INSURANCE CO
PANY.
—
THE Undersigned, AGENTS for the
Company, are prepared to ACC

RISKS against FIRE at Current Rates
 NORTON & Co.
 Agents.
 Hongkong, July 15, 1887.

ATLAS ASSURANCE COMPANY
OF LONDON.

THE Undersigned, having been appointed

EDUARD SCHELLHASS & Co
Agents

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

402 Hongkong, November 14, 1890. J. RUSSELL & Co. Agents.